

# Board Seeks to Avert Peril of Ocean Rate War

## Vice-President W. J. Love Meets Steamship Heads in Effort to Restore Atlantic Conferences

### Crisis Expected To-day Charges on Provisions Decline From 35 to 25 Cents; Others Held Up

W. J. Love, vice-president of the Shipping Board Emergency Fleet Corporation, yesterday met with steamship officials here in an effort to head off the ocean rate war which is threatened by the withdrawal of the United American Lines from the North Atlantic Conference and the coincident collapse of the Mediterranean Conference.

There was no general meeting of the shipping men. Mr. Love devoted most of the day to talks with the officials individually to discover if there was a basis for re-establishing the conferences. If the outlook is favorable he will seek to bring the discordant elements into agreement to-day.

Since the disruption of the conferences last week the rate on provisions from New York to Europe has dropped from 35 cents to 25 cents for 100 pounds. Rates on other commodities remain firm, but are subject to negotiation and are not maintained by agreement. Inquiries at the offices of the United American Lines, the International Mercantile Marine Company and others on the North Atlantic route brought the statement that the situation was unchanged. It is expected that unless an agreement is made shortly other rates will begin to fluctuate.

It was learned yesterday that the withdrawal of the United American Lines from the North Atlantic Conference carried with it the resignation of

# Shipping Board Democrats Issue Plea for Subsidy

## Urge Minority Members of Committees in House and Senate to Drop Politics in Considering Measure

WASHINGTON, March 6.—The three Democratic members of the United States Shipping Board to-day called on the Democratic members of the Senate Committee on Commerce and the House Committee on Marine and Fisheries to consider the President's subsidy program on its merits and not along partisan lines.

In letters to all the minority members written by former Senator George E. Chamberlain, of Oregon; Frederick I. Thompson, of Alabama, and Arthur W. Benson, of Georgia, former chairman of the board, the three Democratic commissioners emphasize the fact that the recommendations of the Shipping Board are based on a study of the needs of the shipping industry, and that the recommendations are essential to establish, in full force and effect, an American merchant marine and that consideration of the question was free from personal bias, and that the board is given the attitude of political parties present on aid to American flag shipping.

The letter from the Democratic commissioners said that they were governed solely in consideration of the question by "first, the necessity for maintaining a merchant marine, which has been developed from the immense aid of vessels during the emergency of war; and second, such necessary action as would insure to the government of the United States its high position and prestige in the high seas."

The letter added: "The recommendation to the President contemplated direct aid only in the event the indirect aid of vessels during the emergency of war; and second, such necessary action as would insure to the government of the United States its high position and prestige in the high seas."

# Lasker Finds Nation Behind Subsidy Plan

## Says Reaction to President's Message Shows Middle West in Support of Measure

The response of the country to President Harding's merchant marine message has been, surprisingly gratifying, said A. D. Lasker, chairman of the Shipping Board, said yesterday at 45 Broadway. He added that a survey of the most important newspapers of the West showed that the plan for the development of shipping, in places where the greatest opposition has been encountered before. Little antagonism has been found in Congress so far, he said.

Mr. Lasker will be the guest at a luncheon given at the Whitehall Club to-day, where he will explain to steamship men the purposes of the subsidy bill introduced in Congress last week and will go into the different provisions in detail.

**Globe Plant Brings \$1,050,100**

BALTIMORE, March 6.—Henry W. Williams, representing local interests, to-day bought the Drydock Company, which recently was adjudicated bankrupt. The price was \$1,050,100. The appraised value of the plant was \$1,058,760.

# Marine Reports

## Conference Rate System Is Upheld by Harriman

### Chairman of United American Lines Declares Stability in Ocean Freight Is Essential

W. A. Harriman, chairman of the board of the United American Lines, upheld the conference rate system, making in an address yesterday before the League for Political Education at Town Hall. This statement was received with approval by the audience, and the United American Lines last week resigned from the North Atlantic conference and cut the rate on provisions. In a talk with reporters after the speech, Mr. Harriman explained that as a general proposition the conference plan was essential, but that occasionally conditions arose that made it impossible. Without going into details, he said that his company found itself unable to continue in the conference at this time.

The Administration plan for a shipping subsidy was endorsed by Mr. Harriman as a measure for the conditions which have caused the property of foreign commerce carried in American ships to drop from 50 per cent in 1920 to 30 per cent in 1921. Unless some such subsidy is found, he said, the American merchant marine would lose still more ground until the pre-war figure of 9 per cent was reached.

Granting a subsidy alone would not be sufficient to put the shipping of this country on a firm basis, Mr. Harriman declared. He explained that another essential step was the scrapping of that portion of the Shipping Board act which could not be carried out by present competition so that ship owners would not be faced constantly with a great number of vessels chartered by irresponsible companies.

Mr. Harriman gave figures on the comparative value of the American and British ships, saying that the pay for unlicensed men was not far apart, but with the difference in salaries of officers, the cost of an 8,000-ton cargo steamer was about \$30,000 a year greater in American lines.

# Underwriters and Shipboard Agree to Arbitrate Rates

## Both Will Appoint Committees to Iron Out Differences on Cargo Charges; Underwriters Meet To-day

An agreement between the Shipping Board and marine underwriters to confer on differences on cargo insurance rates was announced yesterday by both interested parties. The agreement was reached yesterday at a meeting of officials of insurance companies and at the offices of the board, 45 Broadway. Mr. Love said that the same statement was made by S. D. McComb, one of the marine underwriters, who said that "some real results" were expected and that the insurance men "will try to meet the conditions of the Shipping Board as far as possible."

The marine underwriters will meet to-day to appoint a committee of three to confer with the board. The representatives of insurance companies from all parts of the country, it was said, also would confer with the board. A joint meeting will be called shortly. The Shipping Board has charged that the insurance rates on cargo carried on government-owned vessels have been higher than those on privately-owned ships and that the excess rates were not justified by the loss of the attitude of the underwriters has been that their experience with shipments on government vessels has made larger charges necessary.

# Marine Association to Make Subsidy Campaign

## An educational campaign to convert the Middle West to the cause of the American merchant marine will be undertaken shortly by the National Merchant Marine Association. Definite plans have not yet been made.

# No Successor to Powell To Be Named by Ship Board

## In making official announcement yesterday of the retirement of Joseph W. Powell as president of the Emergency Fleet Corporation, the Shipping Board stated that no successor would be appointed. The duties of Mr. Powell will be taken up by Chairman A. D. Lasker and Vice President J. P. Benson.

# Army Orders

## From The Tribune's Washington Bureau WASHINGTON, March 6.—Army orders issued to-day:

**Field Artillery**  
Crescent, Capt. M. S. to Fort Leavenworth.  
Crescent, Maj. W. H. to Louisville.

**Infantry**  
Ballard, Capt. J. L. to Jacksonville.  
Perrill, Capt. H. to Camp Lewis.  
Faulkner, Lt. Col. W. to Fort Sam Houston.  
Perrill, Lt. Col. W. E. to Fort Leavenworth.  
Tabor, Maj. J. G. to Walter Reed Hospital.  
Sillman, Lt. Col. R. H. to Fort Sheridan.

**Cavalry**  
Fletcher, Lt. W. to Fort Crook.  
Wadsworth, Capt. T. D. to Buffalo.  
Hurt, Capt. C. to Louisville.

**Miscellaneous**  
Pfeiffer, Capt. V. L. to Q. M. C. to Columbus.  
Moley, Lt. V. S. to Asheville.  
Bullens, Capt. A. S. to Walter Reed Hospital.  
Corcoran, Chaplain C. A. to U. S. A. to Camp Bragg.  
Rosen, Chaplain O. J. W. to U. S. A. to Fort Bliss.

**Navy Orders**  
From The Tribune's Washington Bureau WASHINGTON, March 6.—Navy orders issued to-day follow:  
Perrill, Capt. H. to Washington.  
Withers, Com. T. J. to U. S. S. Eagle 17.  
Conrad, Ens. G. D. to Philadelphia.  
Parra, Ens. R. C. to Pacific fleet.  
Harris, Ens. R. C. to Pacific fleet.  
Henry, Lt. J. E. to U. S. S. Maryland.  
Gallagher, Lt. J. C. to Philadelphia.  
Byrne, Lt. J. G. to U. S. S. Maryland.  
Smallman, Lt. J. G. to U. S. S. Maryland.  
Hatchler, Ens. R. O. to Boston.  
Zell, Ens. R. O. to U. S. S. Albatross.  
Kilroy, Ens. R. O. to Philadelphia.  
Waldron, Ens. F. M. to Pacific fleet.  
Cross, Ens. E. J. to U. S. S. New York.  
Miller, Ch. Mach. O. T. to Philadelphia.

### High Water Low Water

Place	High Water	Low Water
Sandy Hook	1.25	0.40
Gov. Gates	1.25	0.40
Hoboken	1.25	0.40

### Winds at Sea To-day

East Gulf of Mexico—Fresh to strong shifting winds, becoming northerly overcast weather and probably local rains. West Gulf of Mexico—Fresh to strong north winds and overcast weather; local rains over most portion.

Caribbean Sea and Windward Passage—Moderate to fresh east winds, partly overcast weather and probably local rains. North of Sandy Hook, Sandy Hook to Hatteras, Hatteras to Florida Straits—Inland, North of Hatteras, Hatteras to Cape Fear, Cape Fear to Cape Hatteras, and probably reaching Cape Fear, rain; rain; rain.

Atlantic Ocean—Moderate to fresh east winds, partly overcast weather and probably local rains. North of Sandy Hook, Sandy Hook to Hatteras, Hatteras to Florida Straits—Inland, North of Hatteras, Hatteras to Cape Fear, Cape Fear to Cape Hatteras, and probably reaching Cape Fear, rain; rain; rain.

### Arrived Yesterday

Ship	From	Arrived
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Due Tomorrow

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Freight Ships Due

Ship	From	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Radio Corp. of America

Ship	From	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Outgoing Steamships

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### City Island

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Reports by Wireless

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### By United States Naval Service

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Notice to Owners, Agents and Shipmasters

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Ship Allocations

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Southern Pacific Cuts Rates

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### Fire Record

Ship	To	Due
Orion	St. Louis	11:30
Plaza	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30
Albion	St. Louis	11:30

### SPECIAL SAILING

BOOK NOW and secure wide choice of cabin accommodations in various staterooms, cabins with bath, cabins with toilet, cabins with single beds, etc. For rates and full information apply to local agents.

New York to LIVERPOOL March 23

By the magnificent, oil-burning "Empress of Britain"

Specious promenade decks, large and sumptuous public rooms including all modern innovations, fully equipped galley, etc. For rates and full information apply to local agents.

E. T. Stebbing, General Agent, Passenger Department, Canadian Pacific Hotel, 140 Broadway, New York City. Telephone Murray Hill 4000.

### CANADIAN PACIFIC

E. T. Stebbing, General Agent, Passenger Department, Canadian Pacific Hotel, 140 Broadway, New York City. Telephone Murray Hill 4000.

### FURNESSE-BERMUDA LINE

Sailings Twice Weekly From New York to Bermuda and Port of Spain. For rates and full information apply to local agents.

ST. MICHAEL'S, March 4—Providence (Br).  
ST. JOHN'S, March 4—Providence (Br).  
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### PORTO RICO

16-day trip to and around Porto Rico and return to New York. For rates and full information apply to local agents.

ST. MICHAEL'S, March 4—Providence (Br).  
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### CLARK'S CRUISES BY C.P.R. STEAMERS

CLARK'S 3rd Cruise, January 23, 1923. For rates and full information apply to local agents.

ST. MICHAEL'S, March 4—Providence (Br).  
ST. JOHN'S, March 4—Providence (Br).  
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### NEW YORK TO EUROPE

On U.S. Government Ships. For rates and full information apply to local agents.

ST. MICHAEL'S, March 4—Providence (Br).  
ST. JOHN'S, March 4—Providence (Br).  
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